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COUNTRY	Germany (Soviet Zone)	SECURITY INFORMATION REPORT
TOPIC	Construction and Dismantling of Railroad Lines in the Soviet Zone of Germany	
EVALUATION	PLACE OBTAINED	50X1-HUM
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED 19 September 1951	
REFERENCES		
PAGES	2	ENCLOSURES (NO. & TYPE)
REMARKS		
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1. [redacted] the electrification of the elevated railroad line from Berlin to Teltow, for which the target date was 1 August 1951, had been completed and was in operation on 17 July 1951. Electrification work on the lines to Staaken and Falkensee continued. (1)

2. [redacted] the following construction work was planned within that district in late July 1951:

- a. A second track on the trunk line between Karow and Blankenburg and an incoming track from the Berlin Outer Freight Ring which joins the fifth or main track, and the seventh and eighth or station tracks of the Blankenburg railroad station. This will enable trains to proceed from the Berlin Outer Freight Ring to Karow without stopping. Construction work on these projects was scheduled to be completed on 31 July 1951. (2)
- b. Improvement of the Potsdam elevated railroad station to facilitate a more rapid succession of trains operating between Potsdam and Wannsee, and construction of an intersection at the border of the Soviet sector at the Teltow Canal between Griebnitzsee and Wannsee to detour around the Griebnitzsee railroad station which was barred by the Russians. (3)
- c. Reconstruction of the second track on the elevated railroad line between Karlshorst and Koepenick to ease traffic. Work on this project was scheduled to be completed on 31 July 1951. (4)

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3. [redacted] the following railroad lines are scheduled to be dismantled in July 1951:

- a. The Salzwedel-Bergen/Dahme line, which is a 13-km stretch on the former trunk line Berlin-Uelzen as far as the zonal border. Dismantling work was to start on 5 July 1951. Rails, ties and broken stone ballast will be used for construction on the southern section of the Berlin Outer Freight Ring. (5)
- b. The Oschersleben-Gunzleben line. The target date for completion of the dismantling work was set for 28 June 1951. (6)
- c. The entire line from Wasserleben as far as the zonal border. Dismantling was completed in early June. Material salvaged will be used for construction on the southern section of the Berlin Outer Freight Ring. (7)
- d. It was learned that several other railroad line sections leading toward the zonal

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border were also going to be dismantled. Excluded will be the Oebisfelde and Marienborn zonal border crossing points. (8)

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4.

start enlargement work on the Wuhlheide railroad station. Wuhlheide is scheduled to become the largest marshaling yard in the Soviet Zone of Germany. Work is expected to be completed in 1953. Preparations were begun for the purchase of the required premises. (9)

Comments.

- (1) The electrification of the three line sections scheduled to be completed on 1 August 1951. The extension of the Berlin **S-Bahn** system resulting from this electrification was to be utilized for the World Youth Festival. 50X1-HUM
- (2) The reconstruction of the second track on this trunk line was reported previously. 50X1-HUM
- (3) the Griebnitzsee railroad station was closed to civilian traffic.
- (4) While the Berlin-Frankfurt/Oder trunk line remained double-track, one track of the double-track Berlin elevated railroad line (**S-Bahn**) was dismantled in 1946 with a resultant congestion of traffic on the remaining line.
- (5) The planned dismantling of this line is reported for the first time and appears to be credible. Following the replacement of heavy-type rails with light-type rails which gave the Stendal-Salzwedel line section the appearance of a branch line it is logical that the remaining portion of the line which is not used for interzonal traffic will now be dismantled. 50X1-HUM
- (6) The dismantling of this 15-km stretch which started on 29 June 1951 was reported previously. 50X1-HUM
- (7) This is reported for the first time. Since this line, which had been double-track and after the dismantling of the Halberstadt-Wienzenburg line was single-track, is not used for interzonal traffic, the dismantling of the line section west of Wasserleben appears credible.
- (8) In view of the critical shortage of rails in the Soviet Zone of Germany it appears credible that the numerous railroad lines leading to the zonal border of which only nine are used for interzonal traffic are to be dismantled in an effort to salvage material for the construction of other tracks.
- (9) The projected enlargement of this railroad station at the eastern perimeter of Berlin was reported previously. 50X1-HUM

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